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NEW ZEALAND MOTORCYCLE NEWS

JOHN WOODLEY

THE 1948 SHOW

TARANAKI MX CHAMPS

SWEETACRES

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chewy taste of Minties
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It's moments like these you need Minties

NEW ZEALAND MOTORCYCLE NEWS

GRANT WINS IoM SENIOR TT

Kawasaki GB team works rider Mick Grant raced to victory in the Isle of Man Senior TT, a 1975 World Championship round, on one of the new water-cooled two-stroke triples. And although none of the serious championship contenders took part in the race, it was a tremendous achievement as Grant is reported to have broken the long standing lap record set by Mike Hailwood, and cracked the 109 mph lap for the ultra—demanding 37¾-mile road circuit. In the same race, Phil Gurner became the TT's 108th victim since 1907 when he died from injuries received in a crash. Grant, a versatile Yorkshireman who won last year's Production TT on a Triumph Trident, won by a margin of more than half a minute.

Taranaki's Grant MacRae leaps an ever-widening water jump during the Taranaki moto cross championships recently. MacRae retained his 125cc title and also won the Crago Cup on his Suzuki TM 125 from Reg Dixon (BSA 500). Report inside.

MARLBORO ROUNDS STILL UNDECIDED

Organisation for the 1975/76 Marlboro road race series is still labouring under structural problems.

Malcolm MacGregor, the series' co-ordinator, told NZMCN that the calendar for the series is still undetermined, for two reasons. It was hoped that the series could be extended to six rounds, incorporating a round at Pukekohe on December 14. But then it was discovered that the cost of staging a round at Bay Park Raceway, Tauranga, as planned for December 20, may prove prohibitive and that Timaru might not be able to hold a round.

The organisers are still *plugging away, trying to retain the Bay Park venue* although no progress has been made as yet.

A Marlboro round was planned for Teretonga on January 4 but at the time of going to press, confirmation from the Southland club had yet to be received. And just to add fuel to the fire, it now appears that there is a "flickering of renewed interest" from Timaru.

So it is quite possible that there will eventually turn out to be a round at both Timaru AND Teretonga (dropping Bay Park), making it three rounds for the North Island and three for the South.

GISBORNE

On the other hand, the sponsors, the Philip Morris tobacco company, are known to be keen on genuine street circuits and it is no secret that they were hoping a round could be included at Gisborne - a scheme which does not appear to be in favour with the organising committee.

The possibility of evenly *divided rounds between the* North and the South has a lot going for it, particularly when you consider the number of top riders from the Mainland. But it would mean some drastic re-shuffling of dates to prevent the whole entourage from shuttling back and forth across Cook Strait.

Gisborne, however, would work in with the present schedule if its date could be brought forward from January 2 to December 20.

But whatever is going to be decided, it will have to be soon.

COLD KIWI COMING UP

It will soon be time to drag out that dusty old tent, mouldy old sleeping bag and gungey old tin plate, give the bike its yearly polish and head off for a spot 12 miles north of Waiouru - right in the middle of nowhere.

Why? Because the fourth Cold Kiwi motor cyclist's rally is coming up.

This annual event, for the hard-core enthusiast only, is staged by the Ruapehu Motor Cycle club off the Desert Road and is growing in popularity year by year. Last year 450 people attended.

Held this year on the weekend of 30/31 August, entry for the Cold Kiwi will cost $3.80 per person. Food fire and fun will be provided — and grog will be cheap. You'll also be given a 'Cold Kiwi' sticker.

All you will have to provide is bedding, tent, cutlery, mug, and girlfriend. And leave the car at home!

STOP PRESS

National moto cross champion Peter Ploen came third in the first round of the Mr Moto Cross series at Amaroo Park, Sydney, on June 8. Ploen took his Suzuki RN 400 across for the meeting and came third overall behind Per Klitland (Yamaha 400) and Gary Flood (Bultaco 360). He won an earlier A-grade race. Ploen intens to return to Australia for the final two rounds of the series, which carries $1000 first place prize money and a free trip to the USA to take part in the Can Am moto cross series. Ploen reports that the track was extremely hard — "like concrete" — and consisted of mainly straight and high-bermed corners.

Three enthusiasts on their way to the Cold Kiwi rally of two years ago. Such events are very popular in Europe, where they often attract many thousands of entries and a glittering array of interesting machines. The machines in the photo are, from left, a Vincent Comet, Velocette 350 and an ex-army Indian.

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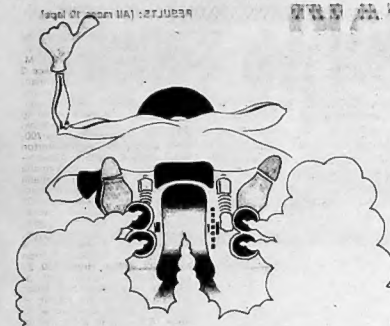

SOUND OFF

WHO DO YOU THINK WE ARE?

As if we haven't got enough to do, slaving away night and day to put out NZMCN, without galivanting around the Akatarawa Ranges, probably in the pouring rain, on other peoples' motor cycles, chasing gold medals.

You think we'd have the nerve to ask local motor cycle dealers if they would loan us a perfectly good bike in order to enter the Ixion club's enduro on June 22 and then sheepishly return it saying "We'll pay for the damage"?

You think we are going to make utter fools of ourselves and have dirt riders the length and breadth of the country laughing at our antics and then have them READ ABOUT IT in the next issue of NZMCN?

You think we give a damn whether or not we involve ourselves first hand with New Zealand motor cycle sport?

WHO DO YOU THINK WE ARE?

Of course we've got time to take part in what promises to be a great event.

We've got the nerve to ask the local dealers for bikes because, generally speaking, we get on pretty well with them and they know that if we do get a bike from them, we let people know, through the magazine.

We don't think we'll make fools of ourselves. And if making dirt riders laugh is going to sell more magazines, it's not such a bad idea anyway.

Finally, we think it's a good thing to become involved. A damn good thing. That's one of the reasons why, on June 22 a NZMCN team of riders will be galivanting around the Akatarawa Ranges, probably in the pouring rain, on other peoples bikes, chasing gold medals in the Ixion club's enduro.

While we are on the subject of enduros, it is only a short hop to the subject of weekend trail riding. It's disturbing to read and hear about the increasing number of collisions which are occuring through two riders hooping along in different directions on an overworked piece of spare ground which is handy to town. In the Wellington region there have been several instances of this happening recently, despite the fact that 10,000 acres of Water Board land is open to trail riders just north of Upper Hutt. No doubt someone with some influence will notice the increasing number of accidents also and will come up with a brilliant solution — discourage the sales of trail bikes and cut down on the amount of land open to them. Or am I just being pessimistic?
BOB NORTHROP.

WOMENS MX

Sir,

This is perhaps a question that is put to you quite frequently, but I would appreciate it if you tried to answer it through your magazine.

Why is it that more and more women are taking to the road on bikes of all sizes, but everything concerned with bikes is directed toward the male rider?

Take your magazine for instance, you are only catering for half the population, who are interested in bikes. I realize that if girls are interested enough they will probably buy your magazine, but it would be really great to read, for example a test carried out on bikes that were popular with female riders, Then perhaps bike shops could get on the band wagon, and direct some advertising to the women motor bike enthusiast (there are a lot).

I think it would be super if we in New Zealand could boast about the first national womens moto cross championship.

C. Tilyard. (750cc owner)
Dunedin.

COMPARISON TEST

Sir,

One thing I enjoy about your magazine is the high quality of the bike tests you carry out. Would it be possible, however, to have a comparison test, among all the 125's for instance. Most of my friends agree that this would be a good idea.

Another thought you may care to think about is the possibility of doing a "one-off" publication full of bike tests. I would be interested to hear from any of your other readers who would be intersted in this sort of thing. The benefit of this would be that all the bikes, of all classes, could be included in one book, which would make for great reading.

A. Tomkins.
Christchurch.

GROUND RULES

Opinions expressed in the correspondence column are not necessarily those of the Editor, who reserves the right to shorten letters and correct grammar. Letters of 200 words or less will stand a greater chance of publication than those of greater wordage.

DUNSTALL HONDA AND THE SPEED LIMIT

Sir,

Having just read your account of the Dunstall Honda I would like to point out, in case you are unaware of the fact, that New Zealand has a maximum speed limit of 50 miles per hour and therefore a machine like the Dunstall is a complete waste of time. How on earth could such a machine be used? And how could an owner possibly afford to pay for the number of speeding tickets he would undoubtedly get? I realise that there are many high performance machines available but a machine dressed up like the Dunstall is bound to attract more attention from the local "men in blue" than an ordinary machine. The point your writer made about the Dunstall being "different" is a valid one but what happens when the novelty wears off?

L Stephenson.
Hamilton.

SIDECAR SERIES

Sir,

I would like to back up R.T. Haines of Pahiatua whose letter in the last issue of NZMCN began — "More effort needs to be put into the promotion of sidecar racing". How true. When you've got a good field of sidecars and you haven't got someone like Corbett way out in front of everyone, as he usually is, the chairs can be extremely exciting. There was talk some time ago, I believe, about getting a sponsor for a sidecar series to be run in conjunction wtih the Marlboro series. Han anything come of this? There are more and more sidecar outfits appearing now and some of them, such as Chris Olsen's Suzuki and Lew Murray's Trident, have great potential. It would be nice to see them fighting form some real prize money.

P. Fern.
Lower Hutt.

calendar

JUNE

15 Second Round Ixion $5000 winter MX series; Wairarapa Club's trial; North Island Open Road Hillclimb Pongakawa (Tauranga club); Corsair Club's Trial; North Shore Club's Sporting Trial; Wairarapa Club's Trial (Wakefield Cup event); Whangarei Club's Sporting Trial; Nelson Club's Scramble.

19 Hamilton Club's Road Trial.

22 Nelson Club's Trial; Northern Wairoa Club's Road Trial; Thames Valley A and B Grade Trial; North Shore Club's MX. Ixion club's enduro. Pioneer club's sporting trial (Porters Pass)

29 Nelson Club's Trial; Wairarapa Club's Scramble. Lions charity MX at Queen Elizabeth Park.

JULY

5 Papakura club's beach meeting at Kariotahi.

6 Pioneer club's Motonau enduro.

Managing Editor: David Hall
Chief Correspondent: Rod Dew
Art Director: Peter Bonner
Feature Writer: Bob Northrop
National Advertising Manager: Tony Pilatic (Wellington office)
Contributors: Brian Lawrence, Glenn Dooley, Alan Clarke, Roy Long, Peter Buttenden, Gary Watson, Peter Stevenson, Ian Miles, Russell Harris.
Photographers: Brian Hopping, Martin Stewart, Malcolm Green, Lukar Van Dantzenn

Offices:
Wellington: 44 Webb Street, P.O. Box 883, Telephone: 50538.
Auckland: Dimocks Building, Khyber Pass Road, Newmarket Auckland. P.O. Box 8883, Symonds Street, Auckland. Telephone: 73822.
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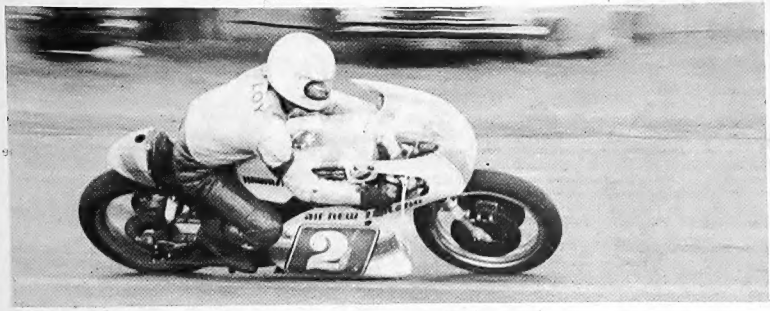
MOLLOY'S KAWASAKI CLEANS UP AT PUKEKOHE



Ginger Molloy, out again on his revamped Kawasaki H2R, easily won all the Unlimited class events, the A-grade and two-stroke races at the Auckland club's final road race meeting of the season at Pukekohe's ¾-mile club circuit.

But the man who left the most lasting impression at the end of the day was Steve Maxwell, who, not satisfied with victories in two of the three 350cc races, chased Molloy home in two other races.

As usual the small production class provided the closest racing with Murray Hill and Shane Laurent figuring in all races.

In fact it was left to the 350's to provide the interest in the main race, the A-grade event.

Ralph Hannan got his usual quick start but Molloy passed him on the first lap at the hairpin and cleared off to win as he pleased.

Then on the second lap Maxwell passed Hannan and went in vain pursuit of Molloy. Meanwhile, Hannan had been caught by a group of four riders comprising Warren and Rod North, Martyn Baylis and Dave Vinsen. These five swapped positions for the rest of race, with the result in doubt right to the flag.

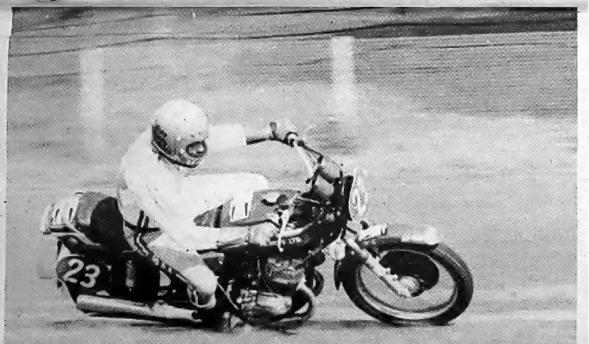
One of the disappointments of the day was that Alex McLeod had to retire the Len Perry Suzuki 750 in the first open race with clutch problems. McLeod was getting to grips very well with the bike in practice.

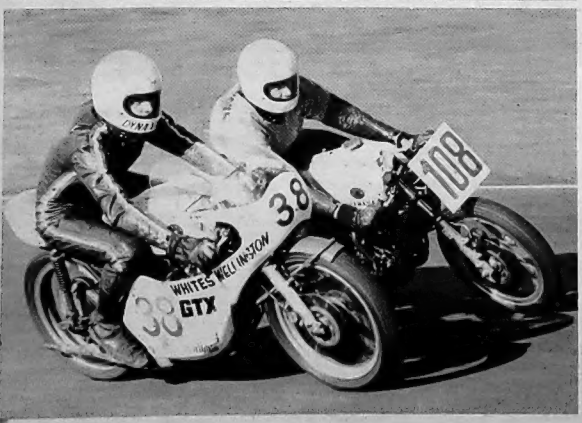
By the time the last open race came around it was left to the 350's to provide the interest, as Ken Fletcher retired with tyre overheating problems and Molloy did not start, and the only other competitive big bike, Rod Dunshea's Egli-Vincent stopped after making expensive noises in practice.

The only accident requiring hospital attention was in the first small production race. John Marret fell at the hairpin, braking his ankle and badly cutting his knee. The latest report is that he is recovering well.

Ginger Molloy, out again on the Kawasaki H2R.

Below: Eric Bone scored a win on his production Kawasaki H2 750. Bottom: Marty Baylis (38) and Warren North, both on TZ 350 Yamahas, in close company.





RESULTS: [All races 10 laps]

Race 1 — Up to 250cc — G. Avenall, Yamaha 250, 1; P. Leahy, Honda CR 250, 2; M. McColl, Yamaha 250, 3. **Race 2** — 251 to 350 — R. Hannan, Yamaha 350, 1; M. Vinsen, Yamaha 350, 2; M. Baylis, Yamaha 350, 3. **Race 3** — 351 to Open — G. Molloy, Kawasaki 750, 1; K. Fletcher, Yamaha 700, 2; R. Dumpleton, Honda/Norton 500 3. **Race 4** — 245 to 400cc — Production — M. Hill, Yamaha RD 350, 1; S. Laurent, Yamaha RD 350, 2; W. Woodhouse, Yamaha RD 350, 3. **Race 5** — 401 to Open Production — R. Freeth, Kawasaki 750, 1; G. Williams, Kawasaki 750, 2; E. Bone, Kawasaki 750, 3. **Race 6** — 4 stroke open — R. Dean, Norton 750, 1; W. Kitney, Honda 750, 2; M. McCahon, Triumph 650, 3. **Race 7A** — 2 stroke over 400cc Production Over 250cc Racing — Molloy, 1; Baylis, 2; Fletcher, 3. **Race 7B** — Up to 250cc racing up to 400cc production - McColl, 1; Laurent, 2; Hill, 3. **Race 8** — 250cc — Avenall, 1; Leahy, 2; McColl, 3. **Race 9** — 251 to 350cc — S. Maxwell, Yamaha 350, 1; Baylis, 2; Hannan, 3. **Race 10** — 251 to Open — Molloy, 1; Maxwell, 2; Fletcher, 3. **Race 11** — 400cc Production — Hill, 1; P. Knight, Yamaha RD 350, 2; Laurent, 3. **Race 12** — 401 to Open Production — Freeth, 1; T. Turner, Kawasaki 750, 2; J. Larsen, Kawasaki 750, 3. **Race 13** — A. Grade — Molloy, 1; Maxwell, 2; Hannan, 3. **Race 14** — Grade 'B' — Turner 1; Larsen, 2; M. Gane, 3. **Race 15** — 250cc Avenall, 1; Leahy, 2; P. Hunt, Yamaha 250, 3. **Race 16** — 350cc Maxwell, 1; Hannan, 2; Vinsen, 3. **Race 17** — 251 to Open Vinsen, 1; R. North, Yamaha 350, 2; D. Ogden, Yamaha 350, 3. **Race 18** — Up to 400 production — Laurent, 1; Hill, 2; Woodhouse 3.

Callender Takes TT Titles

New Plymouth rider Laurie Callender dominated the North Island 250cc and New Zealand 125cc Miniature T.T. events held at Rayner's farm Carterton by the Wairarapa Motor Cycle Club on May 5. In the 250 event he was extended by Wellington rider Alan Hughson who actually led until the last lap, after a brilliant start. Third place was taken by improving young Wairarapa rider Brian Weaver who battled through the field after a bad start.

At the end of the first lap of the N.Z. 125cc it was anybody's race with Callender leading narrowly from Greg Perry, Hughson third and veteran Eketahuna rider Ray Stringfellow in fourth. Perry dropped it on a tight corner letting Hughson through and the race continued with Callender winning from Hughson and a grandstand finish between Stringfellow and Perry after a race long battle which had the crowd on it's feet shouting. "Stringee" was a popular third having the satisfaction of beating his son who finished further down the field.

Two riders were taken to hospital after spills on the hard ground. Ian Feast with suspected concussion and Don Perry with a cracked shoulder blade.

Results

New Zealand 125cc — L. Callender (New Plymouth) 125 Suzuki 1; A. Hughson (Wellington) 125 Yamaha 2; R. Stringfellow (Eketahuna) 125 Yamaha 3; Greg Perry (Masterton) 125 Yamaha 4.

North Island 250cc — L. Callender (New Plymouth) 125 Suzuki 1; A. Hughson (Wellington) 125 Yamaha 2; B. Weaver (Masterton) 250 Yamaha 3; R. Stringfellow (Eketahuna) 125 Yamaha 4.

125cc — A. Hughson (Wellington) Yamaha 1; L. Callender (New Plymouth) Suzuki 2; R. Stringfellow (Eketahuna) Yamaha 3; Don Perry (Masterton) Suzuki 4.

Over 125 — Don Perry (Masterton) 360 Yamaha 1; B. Weaver (Masterton) 250 Yamaha 2; D. Jones (Masterton) 250 Yamaha 3; L. Batt (Masterton) 250 Yamaha.

Top Ten: L. Callender 1; B. Weaver 2; A. Hughson 3; Greg Perry (Masterton) 125 Yamaha 4.

1st Grade — P. Davidson (Featherston) 125 Suzuki 1; T. Burrows (Masterton) 125 Yamaha 2; R. Holmes (Featherston) 125 Suzuki 3.

2nd 125 — A. Hughson 1; G. Perry 2; T. Burrows 3; S. Golder (Eketahuna) Honda 4.

2nd Over 125 — B. Weaver (Masterton) 250 Yamaha 1; D. Jones (Masterton) 250 Yamaha 2; G. Simpson (Masterton) 500 Yamaha 3; G. Stringfellow (Eketahuna) 500 Yamaha 4.

Reverse Track — B. Weaver 1; A. Hughson 2; D. Jones 3; R. Holmes 4.

Consolation — R. Gregory (Masterton) 125 Yamaha 1; B. Diederich (Martinborough) 125 Honda 2; P. Davidson (Featherston) 125 Suzuki 3; B. Colvin (Masterton) 125 Honda 4.

Officials Race — H. Gregory (Masterton) 250 Yamaha — 1; J. Kennedy (Carterton) 250 Yamaha 2; S. Cresswell (Masterton) 125 Yamaha 3; G. Bull (Masterton) 125 Yamaha 4.

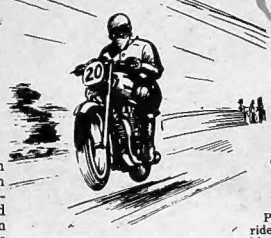
THE 1948 SHOW

starring....

Jensen, Perry, McCleary, Coleman, Boyle, Wright, and many more in these extracts from "New Zealand Motor Cyclist" of 1948.

Fun and Cinders for Auckland and Wellington Riders at Taita Speedway

N.Z. GRAND PRIX



Jensen on the side straight.

HISTORY was made on Easter Monday when Palmerston North's Sid Jensen won the Senior Grand Prix for the second time in succession. Watched by a crowd numbering between ten and twenty thousand forty-four riders battled for position over the 152½-mile road course made up of laps of 6 1-10th-mile. Ken Mudford, of Tauranga, was second, with Jack Phillips, of Auckland, making a brilliant bid for third place, after having won the Junior. Tom McCleary, Junr., won the Lightweight Class.

Despite repeated warnings, the public continued to stroll across the road on back sections, often with humorous endings.

From the start Jensen took the lead from Auckian's Len Perry, who appeared to be biding his time. Sure enough his supporters later saw him close the gap and pass Jensen, but the bad luck that has continually dogged Len at Cust was still present, for nearly half-way through the race the famous "works" Velocette seized on the back straight.

J. Phillips, of Auckland, the eventual winner of the 350 c.c. class, was first past the lap scorers in the first lap, with W. Fabian, of Canterbury, in second place, and W. Taylor next. T. McCleary, jun., winner of the 250 c.c. race, was in seventeenth position in the field ahead of O. Williams, of Kaiapoi, who made a pit stop. Then came Jensen, L. Roberts, D. Hallam, A. G. Holland, and Perry in close succession, the leaders of the senior class.

Phillips again led the field into the home straight for the second lap, and Jensen had moved up to thirteenth position, with Roberts next, and Perry and Hallam close behind. Holland had dropped back a place from these men. McCleary still led the light-weight machines.

In ninth position for the third lap, Jensen again moved up in the next lap, with Perry and Hallam hanging close. Then in the fifth lap, Perry tired of taking stones from Jensen's rear wheel and took the lead in this class. Taylor was still close up, but Hallam had dropped back from the leaders. Phillips still led the field and McCleary led the 250 c.c. class. Perry was fifth into the home straight, behind Jensen, but roared past him in front of the lap scorers.

Success Short-lived

His success, however, was short-lived, for Jensen was second man into the home straight behind Phillips in the sixth lap, and of Perry there was no sign. It was later reported that his engine had seized at the sunken bridge in the back straight. Thus ingloriously ended Perry's fifth attempt to win the coverted Grand Prix title, although he again took the fastest lap with 5 min. 17 sec. in his second and fifth laps.

Jensen recorded remarkably consistent lap times in his 2 hours 16 min. 18 3-5 sec. effort for the 152½ miles. His average speed for the race was approximately 67.1 miles an hour, five miles an hour faster than his time last year, and on his fastest lap, 5 min. 19 sec., he averaged 68.8 miles an hour. His lap times varied between 5 min. 19 sec. and 6 min. 4 sec. when he had a pit stop, but his average lap time was about 5 min. 29 sec.

Perry, except for his first lap, recorded 5 min. 20 sec. for all his other laps.

FOLLOW ME.—Mick Holland nips around the Hairpin while A. Ormandy looks the model over.

JENSEN WINS

Hallam Unfortunate

Perhaps the most unfortunate rider on the day was Hallam. On his special machine, he was keeping close behind Jensen for the greater part of the race and was likely to take second place until his machine dropped a valve in his twenty-second lap.

J. Swarbrick, of Canterbury, was also unfortunate. His new works machine from England was not unshipped in time for the race, and he purchased a new 350 c.c. machine although he was entered for the senior class. On this machine, he kept up with many of the senior competitors, and at one stage appeared to be certain of gaining second place. Then his rear wheel brake gave way in about his twenty-second lap, and that slowed him considerably. He gained seventh place in spite of it.

On what he described as his last ride in the Grand Prix, O. Williams, the veteran Kaiapoi rider, suffered ill-fortune. This was Williams's sixth attempt, and he lost the gear lever on his machine early. He continued at about 60 miles an hour, but could not get out of third gear and retired in his fourth lap.

Southern Pair to Fore

The Dunedin pair, E. Nesbitt and G. Haggitt, fought out a duel for the whole race, with Nesbitt holding supremacy for the greater part. Both men performed consistently in the Grand Prix last year, and they enhanced their reputations with their showing in this year's race.

The Canterbury grass track and hill-climb champion, A. G. Holland, though losing position after about four laps, performed creditably to take fourth place. Many thought that Holland was further up at the finish, but a check of the lap charts showed that the placings were correct.

Riding the machine which T. Bateman rode in last year's race, J. Green, of Auckland, gave a splendid performance, but did not have the speed to beat Phillips on a similar machine. As well as gaining second place in the Junior race, he gained eighth place in the senior race.

W. Taylor, who gained third place in the junior race, raced splendidly, as did G. Dennison, G. Jenkins, and K. Robinson, who gained fourth, fifth, and sixth places respectively in the junior race.

Although he did not perform spectacularly, McCleary rode remarkably well to win the light-weight class. He took no risks, but rode steadily throughout and fully preserved his victory. For so young a rider it was a fine performance.

Young Frank Boyle, popular speedway rider, though picked to represent Hutt versus Auckland at the Hutt Speedways track at Taita on April 3, was unable to do so, having had the misfortune to strain a ligament in his arm the previous week. His place was taken by Kevin Bock, who gave a grand display. Frank received the cup for the most improved rider of the season, with Keith McMillan and Darkie Hansard close runners-up. Hutt beat Auckland with 29 points to 14. Unfortunately four of the teams ended up in hospital. Hunt and Scarlett of Auckland, and Hansard and McMillan (reserve) of Hutt. Bill Moulton, veteran of Kilbirnie speedway days tipped out earlier in the piece while riding in the Avery semi-final, and was taken to hospital. The old nursery rhyme Ten Little Nigger Boys, came to my mind as I gazed into casualty. Five little "Nigger" boys all in a row, for all were literally covered in cinders, which went crunch, crunch, crunch as the nurses walked around the ward. And don't tell me those boys are just regarded as entertainment, while riding, and then forgotten, because the waiting room was crowded with anxious fans as well as relatives, until one o'clock in the morning, just waiting to be assured the boys would be O.K.

—"Cinderella."

New Rider Wins 30-Mile at Oreti

A most successful meeting was held recently by the Southland Motor Cycle Club at Oreti Beach. The weather was ideal for racing and a large crowd was attracted.

Main event on the programme was the annual 30-mile handicap which was won by R. Wright riding a 1947 A.J.S. 500. It was the first meeting this rider had ever ridden in and his performance was very creditable. Riding from the 11 minute mark he soon overhauled the 13 minute men riding Indians. His lead was undisputed and he carried on to win easily with a time of 34 mins.

G. Lindsay on a vintage Indian hung on for second place and R. Lumsden (last year's winner) took third place on a 500 Velocette.

In the two mile scratch event Earl Smithers on his Norton, after a bad start, overhauled the field and went on to win easily.

Likewise he disposed of a 1939 V8 Ford driven by A. Milne after giving away 30secs. start in four miles. Special mention must be made of Graham Lindsay's effort on an Indian Scout; it performed perfectly all day and won 8 mile handicap and 2nd 30 mile handicap.

Someone unkindly stated that the Indian's winnings were more than the machine's actual value.

Results

2 Mile Scratch Race: 1st E. Smithers, Norton 500; 2nd R. Lumsden, Velo 500; 3rd J. Stone, Triumph 500; time 1.39.

4 Mile Challenge Race: 1st E. Smithers, Norton 500; 2nd A. Milne, Ford V8; time 3.31 1-5.

6 Mile Standard Race: 1st R. Crowley, Velocette 500; 2nd A. Edwards, Triumph 350; 3rd R. Oughton, Royal Enfield 350; time 6.7 4-5.

8 Mile Open Handicap: 1st G. Lindsay, Indian 744; 2nd F. Brown, Army Indian; 3rd A. J. Gould, Triumph 500; time 8.12 4-5.

30 Mile Handicap: 1st R. Wright, A.J.S. 500; 2nd G. Lindsay, Indian 744; 3rd R. Lumsden, Velo 500; time 34.1 1-5.

Motor Cycle Gymkhana Highlighted by Football Match

Reliability instead of revolutions was the winning factor in the motor cycle gymkhana organised by the Wanganui Sports Motor Cycle Club. The first prize, earned on the basis of points scored for the whole day, was Mr W. G. Cooper's cup and £6. It was won by R. P. Coleman with W. Bynes, a prominent Manawatu speedway rider, and R. W. Coleman, second and third.

The event which provided the 1500 spectators with the most entertainment was a motor cycle football match. Crashes were frequent as the two inexperienced seven-a-side teams tried to manoeuvre their mounts to within kicking range in the scrums.

The sole speed event was an acceleration test. Success in other events hinged on easy starting and stopping and idling, although a large mouth appeared to be a big advantage in the apple-bobbing contest.

An event termed "whacking the murphy" required potatoes to be knocked with batons off spikes in a series of stakes. Many riders received blows intended by their pillion passengers for the potatoes.

From the viewpoint of club members the meeting was the most successful yet held, as all classes of machines could compete on reasonably even terms.

Results:—

Bending: R. P. Coleman 1, S. Fergusson 2, W. Bynes 3.

Potato Race: R. P. Coleman 1, G. Wilson 2, F. Vickers 3.

Egg and Spoon Race: R. W. Coleman 1, N. McCarthy 2, K. Lett 3.

Acceleration and Slow Competition: R. W. Coleman 1, R. P. Coleman 2, M. Collyer 3.

Obstacle Race: M. Davis 1, E. Withers 2, R. Milne 3.

"Whack the Murphy": B. Jones and L. Payne equal 1, R. Milne 3.

WOODLEY

by bob northrop

John Woodley, a 25-year-old aircraft engine fitter from Blenheim, became the national 350cc road race champion at the final championship round at Bay Park on May 10. At Bay Park, Woodley rode his Yamaha TZ 350 gingerly, and well within his capabilities, for a safe sixth place — enough to give him the title by a margin of two points from Trevor Discombe, a rider for whom Woodley has tremendous respect.

Winning the 350 title could well provide the tall, fresh-faced Woodley with something more intangible (and more important) than a certificate to hang on his wall. In the two seasons in which he has raced pukka racing machinery, Woodley has shown that he has natural ability and a grim determination to succeed. He has set many tongues wagging with glowing predictions for his future, yet he himself has been a little unsure of his ability.

Speaking to NZMCN after the second to-last points meeting at Manfeild, crouched in a quiet corner of the wooden stalls which invade the pit area, Woodley commented "I know my racing hasn't developed as quickly as someone like John Boote's or Stu Avant's but I have different aims. All I want to do is make a living out of racing."

But the former production machine ace is gaining confidence rapidly and with the title under his belt and new machinery, his prospects look good for the coming season.

In the rather exclusive company of top-class racers, Woodley may lack a certain amount of self-confidence, but on the road it's a totally different story; "I have always been a fast road rider — flat out on my Honda 750 — ask Stewart Avant about the time I gave him a lift back from a meeting at Wanganui. He'll probably go pale thinking about it."

HAWKESBURY

So in a way it is quite appropriate that Woodley's success should have started at his hometown Hawkesbury. The Blenheim club hosts the annual Hawkesbury championships at the beginning of the season on a fabulous four-and-a-half mile road circuit which slices through Omaka Valley farming land. Hawkesbury attracts large numbers of enthusiasts — both participants and spectators — even though the prize money is pathetic and the results are of no vital consequence. Many of those on the sidelines are more interested in nursing their hangovers than watching the racing. It was at Hawkesbury in 1971 that John Woodley first channelled his enthusiasm for fast riding into competition. It also provided him with his first victory — in the production class on his CB 750 Honda.

Ever since he bought the CB750 — his previous bike had been a 350cc Triumph twin on which he had spent $600 and 18 months in renovation — Woodley has held the big Honda in high regard — "I ran up a big mileage on that bike and gave it some hard punishment but I never had any trouble with it. I'm only sorry that things went the way they did in the Castrol Six Hours. I would certainly like to ride one again in the next Six Hours".

Woodley's performance on a Blue Wing-sponsored CB 750 was one of the highlights of the long distance production event held last November at Manfield. After his partner crashed the machine early in the race, Woodley's determined riding carried them to fourth place until the Honda went down on power 20 minutes before the finish.

John Woodley lines up on the grid at Gisborne, 1974. He won the 350cc and 500cc Grands Prix.

After his success in the '71 Hawkesbury event, Woodley spent two seasons campaigning in production classes, mostly on the Honda. But it was on a Norjo Motors Kawasaki 750 that he put up one of his most memorable performances — at the Easter '75 Ruapuna meeting, where he won the feature production event and came second in the Canterbury Open GP.

Then for the October 1973 Hawkesbury meeting Woodley fronted on one of the new Yamaha TZ 350 racing machines. The switch to pukka racing machinery had not been made lightly and at that time he was still unsure of the direction he was taking. He had been waiting for a new production bike when he was informed that one of the water cooled twins was available and, with assistance from his parents, Woodley trained his sights on the racing classes.

It was a move which brought immediate success, again at Hawkesbury, for the local rider carried off the 1973 Hawkesbury championship. His win was hard-earned, however, and not without a dose of good fortune. Wellingtonian Mel Wrigley seemed to have the race in his grasp after a race-long dice with Woodley but then was forced to retire when his expansion chamber came adrift.

JUSTIFIED

Nevertheless, Woodley's commitment was justified and in the meetings preceeding the inaugural Marlboro series of 1973/74 his performances put him amongst the "men to watch" in the series. The series itself presented him with his first real taste of hot competition and despite a number of problems he finished twelfth overall (the seventh Kiwi), earning points at Pukekohe and Ruapuna.

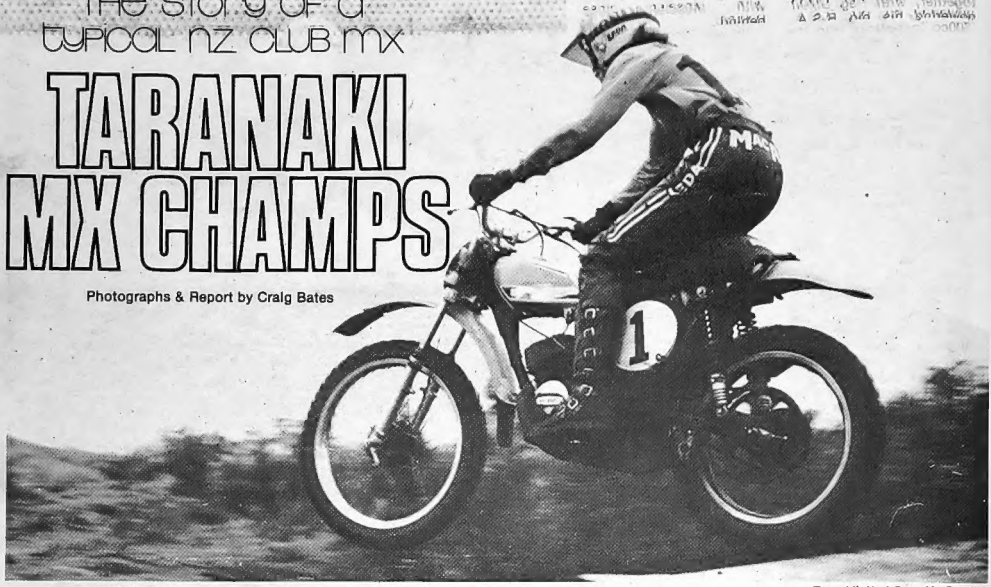
A second place to Christchurch flyer Avant in the post Marlboro New Zealand Senior Grand Prix

Cont on Pg 15

THE STORY OF A
TYPICAL NZ CLUB MX

TARANAKI MX CHAMPS

Photographs & Report by Craig Bates



Taranaki's No 1 Grant MacRae flies across the water jump heading towerds another win in the A-Grade 125cc events.

It was all on for Hawera's Grant MacRae a couple of Sundays ago when the North Taranaki Motorcycle Club staged its annual moto cross championships at Peringa Park, New Plymouth. MacRae, on his TM125 Suzuki, gave a forceful display of skill and nerve, and succeeded in retaining the Crago Cup, an open class event run over 10 laps, for the second successive year. He also won all three of his A-Grade 125cc events, giving him once again the Taranaki Club's 125cc Championship title.

Although the local *farmers were still praying for more rain, eighty* enthusiastic riders were hoping for a fine day. With two previous weeks of showery weather, hopes for a fine day seemed in vain. As Sunday 25th May dawned, it was still a little overcast but it wasn't raining. Bikes were piled onto trailers and utes. Leathers, boots and helmets, not forgetting the most needy essential . . . THAT TOOL BOX!! . . . were thrown into the back and every Taranaki lad with a yearn for or love of motocross headed towards Peringa Park, New Plymouth.

Practice got under way a little later than anticipated leaving each class only a 10-minute practice each. A & B Grade 125cc events were raced concurrently as was the 250cc & Open Class. Other classes were a C-Grade and a Trail Bike Class.

Neil Levings, Hawera, on his 125cc Suzuki rode back to the pits after practice, nursing a very sick swinging arm. One of the arms had split nearly halfway through due to the pounding over the many jumps. For the rest of the day he rode another Suzuki 125 belonging to Craig Bates, who decided to watch the day's racing from behind the lens of his camera.

The track was pegged out to provide spectactors with a maximum of vantage points. For the rider, it was a fast but demanding course. From the start line riders went into a deceptive sweeping right hand corner which got tighter and tighter as it progressed, taking its toll of many of the less experienced C-Grade and Trail Bike riders.

Two water jumps with ramp approaches provided spectacular riding plus many spectacular mishaps. It was at the first water jump that Laurie Callender, flying high over the jump on his 125 Suzuki, landed all crossed up, continued a little further in an uncontrollable but graceful tank slapping motion and finally high sided it, getting a taste of what Peringa Park soil was like.

"He must have liked it . . . he tasted it once or twice more during the day. It was one of Laurie's bad days, but a few weeks ago, Laurie took the New Zealand 125cc miniature TT Title, plus the North Island 250cc miniature TT Title at Masterton.

The track proceeded over 'whoop de doo's', bumps and ruts galore, coming to a steep down hill section which dived straight into a swamp and with two weeks of Taranaki rain on it, it soon turned into a quagmire, giving spectators and riders alike lots of laughs. From there, a steep uphill section, provided the roughest terrain on the course — a hard left hand turn at the top of the hill, approaching a very deceptive jump.

CANTILEVER 125cc

Grant MacRae, on his Suzuki, went straight into the lead in the first A-Grade 125cc race. Although MacRae wasn't passed throughout the entire six laps, Craig Siddall, riding a new addition to the range of Yamaha Motocrossers, a 125cc cantilever delivered to New Plymouth direct from Japan a few weeks ago, was close behind in hot pursuit.

Donny Baker, back on the motocross scene after a long break, rode well on his brother's 125 Honda, keeping Siddall in his sights, waiting for some fatal mistake to let him through into second. No mistake came . . . but Siddall had to pull out of the race because of a knee injury he received at the Wanganui Gold Star 2-day meeting a while back.

Race two saw MacRae back out in front with Baker a close second, and Hawera rider, Peter Rawles, on a Honda, riding well in number three slot. With the minor placings changing around quite a bit, nothing seemed to deter the three front runners, with MacRae finishing first, Rawles second and Baker third.

The final A Grade, 125cc race left no doubt as to MacRae's riding ability, sliding straight into the lead around the first big right-hand sweeper. Peter Rawles flew into second position with Grant Adlam, on his distinctive green and white Kawasaki, in third. Rawles was pressing MacRae hard for the first lap but fell and was overtaken by Adlam. .

Neil Levings taking third place in his first 125cc event, negotiates the water jump.

The tired faces of Grant MacRae (Left) and John Burling at the finish of the 10—lap Crago Cup Race.

The 250cc and Open Classes were also run together, with Reg Dixon powering his big B.S.A. 500cc four-stroke into the lead in the first race. But John Burling, on his 400cc Yamaha, didn't let him get too far ahead. Peter Moselen, also riding a Yamaha 400, managed to keep a close third.

On the fifth lap, Dixon made a mistake and Burling past him to take the lead and the chequered flag.

With a handful of throttle and a lot of wheel spinning, Burling lurched into the lead in the second race, with Moselen's Yamaha, a close second. Towards the end of the race positions had changed with Reg Dixon taking line honours, Moselen second and Burling third.

Dixon scored another scorching win in the third and final heat from Moselen and Burling.

For many of the 1500 crowd present, the two old timers' races were the highlight of the day. The first race for veterans under 39 years of age was won by Dave Cook of Stratford who has several Club Championships to his credit in years gone past. Dave used to ride competitively during the 1950's being a representative for the North Island Team.

Jack-of-all-trades Ray Tomasi, New Plymouth, now known around Taranaki for his hang gliding exploits, took the second race for those over 40 years.

CRAGO CUP

Then it was all on for the final event, the Crago Cup — 10 laps of fast, gruelling riding.

MacRae, Levings, Rawles, Adlam and a few other 125cc machines looked rather pathetic alongside the big Yamaha 400's of Burling and Moselen, Reg Dixons B.S.A. 500, and a few 250cc motorcycles as they sat on the start line.

The rubber band whipped back! Clutches were dumped! knobblies gnawed into the soft ground as Taranaki's top riders raced into the big right hand sweeper, all hoping to hit the front position. Out of the corner and down the first steep bank . . . it was Dixon!

MacRae was lying in third position but flew past Moselen at the first water jump.

Then Dixon dropped his bike on the second lap on a steep uphill bumpy section of the track.

With the throttle on his little bike screwed full on, MacRae, wasting no time and seeing the chance, pounded straight into the lead. Riding at break neck speed he widened the gap between himself and second place considerably during the remaining eight laps.

Before Dixon could get started again, Burling went into second place with Moselen still following, but now in third.

It wasn't over for Dixon by any means and he bounced his way back into third place during the fourth lap . . . only to lose his machine again in the fifth lap on a tight, right hand corner, putting him back into fifth position. Burling was still in second with Moselen close behind.

It was then that Dixon showed his ability and skill obtained through a long racing career and for the remaining five laps he rode fast and consistently, gaining every inch of ground he could to try and regain the lead . . . It wasn't long before Dixon had taken second place from Burling.

He had to pass MacRae to get back in front, thus securing the Crago Cup . . . but despite hard, desperate riding, he was unable to catch the little Suzuki.

A triumphant, but tiring race for Grant MacRae who didn't even have the energy to wheelie his bike for the cameraman as he took the chequered flag. Full honours should be given to Reg Dixon who rode a thrilling, action packed race and proved his ability as an experienced rider, who, after falling from his machine twice, successfully managed a spectacular finish in second place.

Laurie Callender came to grief over one of the water jumps, high siding his 125cc Suzuki and finally rubbing his nose along the dirt.

A. World 500cc Motocross Champion
Roger DeCoster—Suzuki

B. World 250cc Motocross Champion
Hakan Andersson—Yamaha

C. AMA Grand National Champion
Ken Roberts—Yamaha

D. AMA 250cc National Motocross Champion
Gary Jones—Honda

E. AMA Indoor Champion
Rick Hocking—Yamaha

F. Inter-AMA Motocross Champion (250cc)
Heikki Mikkola—Husqvarna

G. AMA Open Class National
Motocross Champion
Pierre Karsmakers—Yamaha

H. Trans-AMA Motocross Champion (500cc)
Adolf Weil—Maico

These riders are the class of 1973 cycle competition. Throughout Europe and across the U.S.A.

And although the winning brand of bike varied from Yamaha to Suzuki, Honda, Maico and Husqvarna, the winning brand of spark plug remained the same. Champion Gold Palladiums. The spark plug champions use.

CHAMPION

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PRACTICAL, VERSATILE AND F

Motor cycles, like everything else, have a popular image and various motor cycles build up different reputations based on some aspect of their performance. For instance, in the dirt bike field, the cantilever Yamahas have a reputation for getting their power to the ground better than just about any other moto crosser around. The Honda CR 125 is known to be very potent and peaky compared to the other standard production moto crossers in that class. And when it comes to trail bikes, the Suzuki TS 185 seems to have established itself as possibly the best value-for-money bike in its class. In this context, where does the Honda SL 125 stand.

The answer to that is that it stands as one of the most popular multi-purpose bikes around. Its appeal stems from the fact that while it performs several duties well, it seems to be biased towards none in particular and spreads its favours evenly between its various functions.

Certainly, concessions are made where they have to be, usually for the benefit of off-road riding, but taking everyting into account, the SL 125 emerges as an extremely practical and versatile machine. It's practical because it is light, so that just about anyone can ride it, because its four-stroke motor has a wallet-saving economy of running and it is comfortable, making it an excellent proposition for commuters.

And it is versatile because it is also a fine-handling and thoroughly enjoyable trail bike, a common sight in the trail bike classes of club moto cross meetings, and sometime trials mount. Before the advent of the specialist Honda trials machine, the TL 125, whose engine is only a detuned version of the SL 125's power plant, the SL was quite a popular choice amongst budding trials riders.

With such wide appeal it is no wonder that the SL 125 is a popular mount. But that doesn't mean that it lacks faults. No machine is perfect and the little Honda is no exception. Nevertheless, after a few days on a machine borrowed from Mike Harris' Lower Hutt Honda City shop, we were left with a much better impression of the model than we had previously held. We suspect that, as is so often the case, many of those who decry the SL 125 do so without having a sound basis to their arguments.

Riding away from Honda City on the bike did nothing to set the andrenalin pumping. Unlike most of its two-stroke competitors, the SL 125's power is broadly spread, with virtually no perceptible 'step' in power, and the muted exhaust note certainly gave no audible impression of authority. The motor did not seem to be working hard, even under full acceleration, but this was found to be a false impression when we glanced at the tachometer and saw the needle hovering around the 8,000 rpm mark.

The single cylinder overhead cam engine is a very free revver and will continue to pull past the 9,000 rpm mark, whereas most two-strokes of this capacity are running out of breath above 7,000 rpm. The red line is drawn at 9,500 rpm but when you are in a real hurry the red zone can be encroached upon in reasonable safety. We don't recommend that this is done frequently or for any great length of time but in small doses the engine won't complain.

The machine we borrowed had done 4500 kilometers, so it was well and truly run in.

Allied to the torquey little motor is a five-speed

Four-stroke, overhead cam power unit develops 12 bhp at 9000 rpm.

Pall Mall

of the Month

UN..... HONDA SL125

NZMCN Rider's Impression

Versatility is the SL 125's biggest selling point.

gearbox which can take care of just about any situation from sub-walking pace to highway cruising with the standard gearing. Anyone planning on doing a lot of trail riding might find the overall gearing a little tall but a bigger back cog will see them right. Personally we don't think this step would be necessary unless you are into the really tricky stuff.

Surrounding the engine / transmission unit there is a straightforward, twin loop pipe frame which stands on a 21 inch front wheel and 18 inch rear. The bike has a spindly look, being tall but skinny. Of the other Japanese 125 trail bikes available, including Honda's two-stroke alternative, the MT 125, only the Suzuki TS 125 is taller and thinner. On the other hand the SL 125 is considerably shorter in length than its competitors, including the TS 125. Wheelbase is only 1260 mm (49.6 inches).

The SL 125 is also lighter than all bar one of the 125's we have previously ridden - the one exception being the Indian ME 125. Put this all together and you come up with a machine which is remarkably easy to ride, on both the street and the trail. Even taking into account that one could expect any modern 125cc trail bike to possess this quality, the SL 125 stands out as the most hassle-free bike of its class that we have ridden.

Travelling on the motorway, the SL 125 cruises comfortably at an indicated 80 km/h (about 50 mph) with the engine turning over at 7,000 rpm. At this speed the engine responds readily to a tweak of the throttle for that extra margin of safety, and the rider is not bothered by any tingling vibration.

Our lanky test rider found the handlebars rather too low for open road comfort and developed an ache in the back of the shoulders after a while but riders of less than six feet in height should not experience this bother.

Off the tarmac, the SL 125 displays another aspect of its imperturbable character. Switching roles from commuter machine to trail bike requires nothing more than letting a few pounds of pressure from the tyres. The chances are that you won't even need that spare spark plug, although it is always best to carry one, no matter what machine you ride.

Despite the seemingly casual power delivery, the SL 125 can hold its own with the two-stroke screamers in the rough. Needless to say, there is some degree of peakiness, even though it is not always apparent. But the power power peak is much broader than the two strokes. It appeared to us that by keeping the tachometer needle between 6,000 and 9,500 rpm the SL125 could scurry along at a fair rate of knots. That's a 3500 rpm power band and when combined with precision steering and very predictable handling, it makes for deceptive quickness in tight going.

The fitting of a larger section rear tyre would enhance even further the SL's ability to gain traction (possibly at the expense of street handling) for despite the machine's comparatively good pulling power, the skinny (3.25 x 18) trials-type rear tyre soon causes the bike to bog down in sand.

Damping in the front forks is not all it could be, either. The fork action is rather wishy-washy and although there is ample movement, there were occasions when we were subjected to some bone-jarring jolts.

The rear suspension units are adequate and the springs are five-way adjustable. We found the number two or three setting suitable for reasonably tough trail riding and the number five setting best for normal street riding.

Both brakes are excellent for dirt riding and this is supplemented by typical four-stroke engine braking. Both drum units have excellent feel, the rider being always in complete control of braking action. The rear wheel can be locked at will, though seldom inadvertently.

But analysing the SL 125 piece by piece does not do it justice. It certainly fares no worse than any other 125 in doing this but its essential character is lost. Thrifty (we averaged 80 miles to the gallon), practical and versatile - these are the attributes that endear the SL 125. It isn't exactly exciting, but at $798 it makes good sense.

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HEAR ME FALLING

LEARNING TO LAND

by roger moroney

No motorcyclist likes falling off his bike, unless he's Evel Knievel and getting paid millions for it, but it's a fact of motorcycling life most of we two-wheel owners have to accept. One day, some day, you're going to taste the tarmac.

It's a strange feeling when you know you're going down . . . a twilight world of split thoughts, surprise and wondering what's for tea. There's not much time to be scared, as it's usually all over before the brain realises completely what's going on. But to avoid excessive damage to yourself and your two-tyred buddy, there are basic points of action you should know. Like knowing what to do besides screaming "Cripes . . . this'll be a crash!"

Here are four examples of crash situations, two are quite common road accidents, one is a case of machine malfunction, and the last is a possible 'decision or die' accident . . . one to sort out the weekenders from the fanatics. I have my own ideas on how to handle each of the situations, and of course you'll have yours. See how they compare.

NO BRAKE

The road is damp after a shower, and you are approaching traffic lights which read green. Travelling at 30 mph you see the lights turn orange, and then red. You brake, but due to shoddy maintenance , (shame on you), the rear brake arm has come loose . . . no back stopper. Already there are cars crossing in front of you and the pavement is lined with people. What course of action do you take?

DECEPTIVE BEND

Out on the highway. You lean into a gentle sweeper at about 45mph but realise too late that the 'gentle sweeper' has turned into a sharp deceptive bend. You have the bike heeled over so far that it's scraping on the road. You're not going to make it, so what do you do? Stay heeled over and run off the road? . . . straighten up and brake hard? . . . or start praying real hard. There is six feet of grass verge then a barbed wire fence running beside the road in the bend.

SHINGLE

The third situation is not really common but it's the sort of accident we never expect to occur. You're travelling down a dirt road when you get caught in deep shingle at 20 mph, and you're going off the road at a clay bank that runs alongside. You have a pillion passenger. Front brake? . . . rear only? both on hard? . . . or slowly open the throttle to hopefully power out of it? . . . or drop it and slide?

SHEEP TRUCK

Now the nasty one, the one we hope will never concern us, but unfortunately as the statistics point out, things like this happen. You're travelling down a hill on the open road at an easy 50 mph. From a concealed road on the left appears a huge sheep truck that swings wide, taking up all the road. The driver sees you and foolishly hits the anchors and stalls. You instinctively brake to the point of locking up but realise you're still going to collide at at least 30 mph. There are only two real alternatives. Either brake like mad and steer into the rock face (oh yes, there are rock walls on both sides of the road). . . or you can lock up the back wheel by heavy braking and slide off . . . you'll bounce and slide, but not as far as your bike. Another alternative is brake hard and at the moment before impact, roll off the back of your mount, letting it take the brunt of the smash. You're almost certain to receive a detailed impression of the rear light, winkers and exhausts on your tummy. The only way out I would use, would be to slide the bike. There's a very good chance you'll go right under the beastly diesel brute and receive only skin loss and bruising. Chuck in a broken limb if you like . . . but then isn't that better than becoming part of a consignment of sheep on their way to Perth-wicks?

How would you handle the other three. As I said earlier on, I have my ideas and you'll have yours. These are mine. In the first, I would more than likely slide it by chopping the gears down hard, rather than try a panic stop in the wet with a front brake only (especially a disc). That could result in a trip over the bars and a broken neck. The second situation actually happened to me when I owned a 350 twin two years back. I locked the back wheel for a skid and bike and I slid off the road onto the grass. The slight carnage was halted when the bike struck the fence. I received only bruises and some lost skin off my elbows and hips. The damage to the bike was confined to a broken tacho., left side blinkers, battered headlight and forks and broken bars. Luckily I had crash bars fitted, so the repair costs were not fearsome after the insurance stepped in. To straighten up in that situation would have meant a nasty ride into barbed wire and whatever lay beyond . . . there is no way a bike can stop quickly when its run out of paving for traction.

The third . . . and the good motorcyclist's motto is **always** 'Think of your passenger first'. This situation happened to me only a month ago . . . and I had fearless DI the Brave on the back. By the way . . . don't think I'm a careless chap who's constantly falling about the highways . . . In the five years I've been constantly riding bikes, I've experienced only the two accidents I've mentioned here. I consider myself fortunate . . . or lucky. Anyway, back to the problem. I rode it out into the bank and graunched alongside to stop. I grazed my forearm and bruised my foot . . . that was all, and most important of all, my passenger was unharmed. To have braked hard would have meant a sure slide, and probably more than slight damage to the bike and us.

PALL MALL MX ACTION

a Motorcycle News pin up

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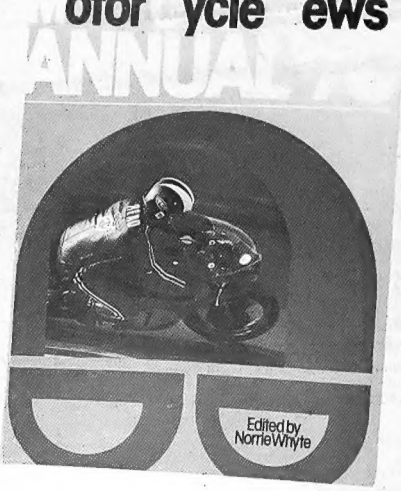

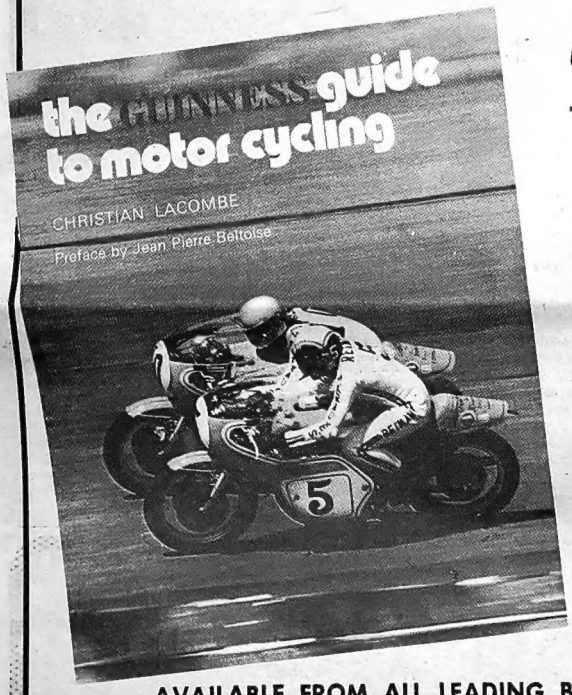

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Moore On Speedway

In this column, former double world speedway champion and multiple New Zealand title-winner RONNIE MOORE keeps NZMCN readers in touch with events at home and abroad.

Barry Briggs crashed at a 1,000-metres World Championship round at Juebek, West Germany recently. Barry finished up with a broken collar bone, and, I was assured that there was no trouble with the vertebrae. A yound West German won the meeting, with Ivan Mauger second and Anders Michanek, the current World Speedway Champion, third. The top nine points scorers move through to the next round.

COSTA MESA

The Costa Mesa track in Los Angeles got off to a fantastic start to their season, with a capacity crowd of 10,000. A helicopter was used to fly over the freeway telling people to go home as the track was sold out.

Speedway is booming in the U.S.A. and will take another big step forward when League Racing comes about. It's only on a minor level at the moment, and has caused a riff between some of the promoters. So far only four tracks have joined the league set up, but I personally think it will take on in a big way.

BRITISH LEAGUE

Reading, the British League Champions in 1973 and who were then deprived of a home track in 1974 when their track was required for a building project, made a good start to the 1975 season on their new track at Smallmead. In their first home match they beat Hull 48—30.

Football tactics invading speedway? Oxford speedway supporters invaded their track over a refereeing decision to exclude an Oxford rider from a heat. The angry fans invaded the track and lined up in front of the other three riders in the race. The referee stuck to his decision and after ten minutes the fans returned to the proper side of the saftey fence to let the meeting continue.

Exeter Speedway had their first home League defeat since Ivan Mauger started riding for them two years ago. They crashed by 18 points to Cradley United. This ended a run of 31 consecutive home league victories for Exeter.

The English first division World Championship rounds have started, with Hackney being the first track scheduled to run one. They turned out to be the first track to have a rained-off Championship round as well but Newport, Wolverhampton and Halifax ran their meetings off ok. Ivan Mauger won the round at Wolverhampton as expected. Barry Briggs, because of his injury, has been seeded through to the Inter-Continental Final at Gothenburg, Sweden, by the New Zealand Control Board. From this round he will have to qualify for his place at Wembley for this year's World Final. The Australians have done the same thing in seeding Australian Champion Phil Crump through, leaving the rest of the boys to go through the rounds and qualify. That way the next two best riders should go through.

LOFQVIST OUT

Shocks are coming thick and fast in this year's World Championship Rounds. Sweden's Christer Lofqvist withdrew with a damaged wrist, and now Germany's top three are out of the title chase because of crashes. World Long Track Champion, Egon Muller and Jan Kater both crashed at Neumunster, then popular Josef Angermuller was involved in a very bad crash at Neustadt, where he broke his hip and his leg.

PROMOTER BRIGGS?

Barry Briggs has said that he is 90 per cent certain to pack up riding in the British League next year, but he does not want to get out of speedway altogether. He would like to ride in the 1976 World Championship rounds, but other than that his big interest would be to become involved as a Speedway Manager. Two promoters have already approached him, but their names and tracks must remain anonymous at the moment.

Barry and Ivan are in opposition, but not on the speedway track. Barry has done quite a few commentaries for Independent Television, and now the BBC have signed Ivan up to do the same thing. Even if the boys are riding in the meeting that is being televised they can still do it, as it is not shown to the public live, but usually a week later. That gives them time to go to the studio and give their expert views on the meeting.

World long-track champion Egon Muller

Mauger leads Malcolm Simmons at Exeter

SOVIET SPEEDWAY

Twenty three teams, competing in three divisions, are contesting league speedway in the Soviet Union this year. The tracks cover an area of 9,000,000 square miles. Take two teams as an example - Leningrad, which I know very well and where I had my arm broken, is situated in the north-west and Vladivostock is in the south-east. They are a distance of something like 6,000 miles apart, which makes it a long way to travel to ride at a league meeting.

Ploen For Rich Aust. MX Series

As NZMCN was going to press, national moto cross champion Peter Ploen was packing his gear to catch the first round of the lucrative "Mr Moto Cross" series in Australia.

The series the richest ever held in Australia, will be held over three rounds at Sydney's Amaroo Park moto cross circuit and will be worth more than $4000 (Aust.)

It seems the prize money will be paid out on the basis of points gained over the three rounds, with the winning rider at each meeting taking in addition about $100.

Ploen, who it is under - stood will probably ride a local machine, won't be the only Kiwi to be at the party. Les O'Brien, who has recently obtained a new 360cc Husqvarna while he has been in Australia, is also expected to compete in the first round.

And Peter Boyle, the New Zealand number two plate-holder, who has just returned from a holiday in Australia intends to contest the second round of the series on July 13.

OF ALL THE FLAMIN' LUCK

To all you moto cross fanatics who think you have been having a hard time lately - spare a thought for Peter Lockwood of Taupo, the guy who came second in the 125cc class of the Pall Mall finals. Lockwood recently moved up into the bigger capacity classes with an RH 250 Suzuki but on his way to an Otorohanga club meeting at Queen's Birthday weekend, the Holden ute which was carrying his new pride and joy lost a back wheel and axle. The resulting mixture of sparks and oil led to things in the back catching alight and, unable to reach the ropes to untie the machine, Lockwood had to watch while his bike, his ute and three full sets of riding gear (one of which belonged to Lower Hutt's Peter Boyle) went up in flames. Fortunately, Lockwood and his buddies were able to disconnect the trailer which they were towing, and which was carrying another three machines, with only superficial damage to the bikes. A nice gesture by the riders and organisers at the meeting resulted in about $120 being collected in the hat which was passed around.

BEACH BIKE AT PUKE

Seen at Pukekohe - beach expert Dave Muller's Honda CR 250, which holds three North Island and two national beach titles. The Honda was ridden by Peter Leahy into second place in each of the three 250cc races despite being over-jetted and undergeared. Set up right it could be a real threat on the short tight circuits. Also at Pukekohe, Ginger Molloy's "Green Meanie" Kawasaki 750, complete with all sorts of new bits and pieces, seemingly going and handling well with mag rear wheel, new swing arm and clutch. Maybe a Marlboro bike!

MORLEY MOVES TO YAM.

Morley Shirriffs, the Palmerston North moto cross ace who until recently rode a Honda CR 250 for Blue Wing, is now campaigning on the ex-Moss Smith cantilever Yamaha 250 for W. Whites. And by all accounts, he's flying!

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HAILWOOD AND HONDA FEATURED ON NOSTALGIC 1967 POSTER

The Diamond Jubilee Isle of Man Tourist Trophy races in 1967 were completely dominated by the incredible riding of one man — Stanley Michael Bailey Hailwood, better known to his fans as "Mike the Bike". Riding works Hondas he won the Senior, Junior and Lightweight TT's setting new lap records in each class. Mike was never to race on "The Island" again.

This year a special commemorative poster has been produced by Motormedia Publications recalling Hailwood's epic wins and records in 1967 and paying tribute to his ability on the Castrol—sponsored Japanese Honda machines.

Mike's record laps in the 1967 Senior and Junior TTs are still unbeaten! His Senior record of 108.77mph stands as the outright record for the 27.75-mile course.

At a time when the Isle of Man course is being criticised on safety grounds, Hailwood is quoted on the poster as saying "What do I think about the Isle of Man TT? I think it's the toughest race track in the world - and the best!"

The 24" x 17½" three-colour poster on glossy art paper features a fine Brian Holder action shot of Hailwood on the works Honda 500/4 setting the outright lap record, an autographed portrait of Mike, a map of Mike's times and speeds in his final three TT victories on the Isle of Man.

Motormedia Publications have also reproduced a 1927 Castrol TT poster in the classic sepia style of the period illustrating the winners of the Senior, Junior and Lightweight TTs (Alec Bennett, Norton; F.W. Dixon, H.R.D.; W.L. Handley, Rex-Acme).

These posters are available by mail order from Motormedia Publications, The Studio, Claremont Avenue, Esher, Surrey. Each poster cost $US2.00 mailed quarter-folded or $2.25 rolled in a cardboard tube.

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Cont from Pg 5

In 1974 was an indication of things to come this past season. The season started well for Woodley when he retained his Hawkesbury title, but although he showed improved form and a greater number of credits to his name, culminating in the national 350cc championship, there was a time halfway through the season when he was "just about ready to chuck the whole lot in".

This sentiment prevailed after the second Marlboro series, during which Woodley was plagued with mechanical bothers on his Yamaha. "I've certainly learned my lesson when it comes to modifying racing machines" said Woodley ruefully. "From now on I will stick pretty well to the factory specifications on things like cylinder porting and expansion chamber design."

Ironically, though probably his best performance to date was put in at the Wanganui Marlboro rounds, where the Blenheim rider claimed a fourth and a seventh in the two Marlboro heats, a third place in the points-earning 350cc race and a fifth place in the 500cc event.

Woodley is very much in favour of street circuits, in fact he likes New Zealand's short circuits generally ("they teach you to use your 'scone' ") but he believes the street circuits are of particularly good spectator value.

DISSATISFIED

But in general, Woodley was dissatisfied with his performances during the last Marlboro series. It was only after much soul-searching and a re-appraisal of how much he should put into road racing that his determination showed through. He decided that he would increase his efforts instead and he now plans to leave his job with the RNZAF, Woodbourne, in February so that he can devote more of his attention to racing. "I've received a lot of help from Air Force people, especially on things like mechanical work and having time off so that I can race. But it isn't really a satisfactory arrangement — my job was suffering and so was my racing so something had to be done."

"When I leave the Air force I'll be concentrating on racing although I would still like to live in Blenheim

Woodley owns 540 acres of hill country in Motueka on which he would like to build some time. He is fond of hunting, a pastime for which he has had very little time since he became involved in motor cycle racing.

Going pro, he realises, will mean a lot of hard work in ways other than just racing. "I don't think I have promoted myself well enough in the past, but I realise now that there is more to being a top rider than racing itself. That's one important thing I learned from the Marlboro series."

Financial assistance will be very much a part of Woodley's scheme of things for the future but, understandably, the wraps are on that for the moment. In the past, help has come from W. Whites in the way of parts and from Leda Leathers, who provided him with his very distinctive racing leathers.

The future looks good for this likeable and tenacious South Islander, who recently took delivery of the Suzuki TR 500 raced by American Pat Hennen in the Marlboro series and subsequently by national 500cc champion, Steve Dundon. His 350cc title could well lead to invitations to compete in overseas events, particularly as he will be aboard a "different" machine. And that's something Woodley has every intention of doing — racing overseas, perhaps in Europe as well as our closer neighbours.

But the fact that he seems set to go places doesn't seem to pull much weight with him. Why not? "I remember the great racing car driver Fanglo's remarks in his book. He said that if you ever get big-headed about your racing, you should return to your own home and sleep in your own bed like you did before. It seems to work."

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